Lord Baltimore Makes Trial Trip.

The new steamer Lord Baltimore, built by the Harlan & Hollingsworth Company, Wilmington, Del., for the Ericsson Line between Baltimore and Philadelphia, made her trial trip yesterday in the Delaware. She was in charge of General Manager Lockhart, with Chief Engineer Drury, of Baltimore, representing the Ericsson Line. After the trial the Lord Baltimore was to be delivered to her owners in Philadelphia. From there she will sail for Baltimore on her initial trip, and with the Penn, a sister ship, will run the daily daylight trips between Baltimore and Philadelphia. The Lord Baltimore and Penn are two of the fastest steamers plying in either the Chesapeake or Delaware bays.

Thrilling Electric Storm.

Captain Matheson, of the schooner W. H. Dix, from the Spanish Main with cocoanuts, reports having experienced a more thrilling electric storm in the Chesapeake bay on Monday night than he has ever seen in the tropics. The Dix was in the vicinity of Sharp's Island when rain began to fall in torrents, accompanied by lightning so vivid that Captain Matheson said it appeared as if he could have gathered handfuls of it, so completely did it envelop the ship and everybody upon it. The thunder was a succession of peals that deafened himself and crew. In Baltimore there was a heavy downfall of rain without any of the phenomena experienced 42 miles away by Captain Matheson.

Pleasure Craft.

Dr. L. D. Sheppard, of Boston, who arrived in port Monday in his power yacht Juanita, had her hauled on Booz Bros.' railway yesterday to inspect wheel. In the afternoon the Juanita left for a cruise in the Chesapeake, which Dr. Sheppard intends to make for a week or 10 days before returning North.

Major Bulkley's steam yacht Eleonora was out on Skinner's railway to clean and paint hull. She was floated in the afternoon.

Largest Power Boat In Bay.

Mr. Andrew Woodall, of Georgetown, Md., has had built at Cambridge one of the largest power boats yet brought out for service on the Chesapeake. The Cambridge Manufacturing Company built the hull, which is now at Georgetown being fitted with joiner work and a Globe gas engine of 85-horsepower. The boat is intended for the grain and other trade between Georgetown and Baltimore. She will have a capacity of 6,000 bushels of grain, or about 175 tons deadweight cargo.

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